

G-300 Berkut

DATA AS OF 2012 (standard replenishment)

S-25 "Berkut" air defense system, G-300 missile / "product 210"/"product 211"

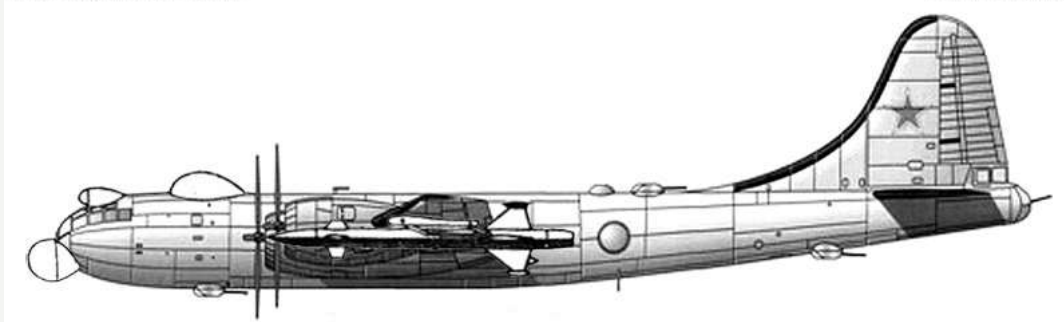
★★★★

The aviation component of the Moscow air defense system S-25 "Berkut" / air target interception system with an air-to-air guided missile. The development of the aviation component of the air defense system with the G-310 long-range radar patrol aircraft with the D-500 radar system and G-300 air-launched missiles was started by KB-1 jointly with S.A. Lavochkin's OKB-301 in 1950. The work was carried out in accordance with the Resolution of the USSR Council of Ministers of September 23, 1950 as part of the work on creating the S-25 air defense system (lead developer - KB-1, chief designers - P.N. Kuksenko and S.L. Beria, development was carried out in accordance with the Resolution of the USSR Council of Ministers No. 3389-1426 of August 9, 1950). According to the design of KB-1, the air component of the S-25 air defense system was to become the third echelon, intended to destroy targets that had broken through the two ground echelons of the system. By the beginning of 1951, KB-1 issued the technical specifications for the creation of the missile, and OKB-301 began its design. In February-March 1951, the USSR Ministry of Aviation Industry selected an aircraft carrier for the system - the choice was made in favor of the Tu-4.

The G-300 / "article 210" missile was designed as a smaller copy of the V-300 / "article 205" missile of the S-25 air defense system with an X-shaped arrangement of wings and with two solid-propellant rocket motors. In March 1951, the results of testing the control system on the Tu-2 flying laboratory aircraft showed that with the current performance characteristics of the missile, target destruction using the "three points" method is not ensured due to the excessively high relative velocities of objects. Beginning in March 1951, the second version of "article 210" was developed - a missile with a +-shaped arrangement of wings and with one solid-propellant rocket motor located in the tail section. This version of the missile was put into production for testing, a liquid-propellant rocket engine was built in the A.M. Isaev Design Bureau and its bench tests were started, the autopilot and solid-propellant rocket motor for the missile are being developed. The results of calculations and testing of components of the future missile showed the need for significant changes to the technical specifications for the development of the complex - it was necessary to improve the missile's maneuverability for quick and confident entry into the guidance radio beam, improve the missile's power plant, and use a new warhead.

<http://militaryrussia.ru> (c) 2012

Г-310 / Ту-4-Д-500



Interceptor aircraft Tu-4-D-500 / G-310 with G-300 missiles (c) MilitaryRussia.Ru



Test launch of "product 211" from the G-310 carrier, 1952 (Serov G., Fomichev A. S-25. How the first domestic air defense missile system was created. // Aerospace Review. No. 2 / 2006).

Catalog of military equip

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- ✚ Air-to-ground missiles
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Latest comments

Electronic warfare complex K

PPP Wrote:...After all, Donald Co has enough RTR systems - he was guaranteed to "write"...

Big Prison 2017-11-01 18:47

Electronic warfare complex K

Altimeter Wrote:...If the reason for absence of the first is known, then Voodoo was not bad...

Bolshoy Prison 2017-11-01 18:28

Electronic warfare complex K

PPP Wrote:Max Wrote:data on noi use of Khibiny ...There are genera rules of counteraction...

Altimeter 2017-11-01 17:46

Electronic warfare complex K



Aircraft-flying laboratory Tu-2 for testing the guidance system of G-300 missiles (<http://www.sergib.agava.ru>).

Author: [DIMMI](#)

Created: 07.02.2010 15:37:10

Comments: [4](#)

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UMGT-1 / AT-3 Orlan

DATA AS OF 2011 (standard replenishment)

UMGT-1 "Waterfall"

UMGT-1 "Orlan" / AT-3 / product 297

UMGT-1 "Wind"

UMGT-1 "Rastrub-B"

UMGT-1 "Dukat-2"

UMGT-1M / UMGT-1ME

★★★★

Universal small-sized anti-submarine torpedo, homing. Developed by NPO Uran of the USSR Ministry of Shipbuilding Industry (TsNII Gidropribor) under the supervision of Chief Designer V.A. Levin. Torpedo tests were conducted on the submarine of Project 690 BRAVO. Adopted into service in 1981 as a warhead of [the RPK-6 Vodopad](#) anti-submarine missile system. Later, modifications of the torpedo were adopted for use in other missile systems, as well as for anti-submarine aviation. The torpedo is designed to destroy submarines in any position, transports and other unarmored ships. The UMGT-1M modification was created by TsNII Gidropribor after 1991.



UMGT-1 torpedo, equipment exhibition at Knevichi airfield, Far East, April 9, 2012 (<http://quick-spinch.livejournal.com>).

And a video-schmideo to boot
<https://youtu.be/kOcQ3ru4QUE> pa
fa

[oldstaryi](#) 2017-10-31 20:43

Electronic warfare complex K

In principle, so much has been written about Khibiny that, thanks to some, it is not entirely...

[oldstaryi](#) 2017-10-31 20:37

Electronic warfare complex K

Photo of the piece of iron itself

[Sierra](#) 2016-09-18 16:10

Electronic warfare complex K

The material, of course, is not entirely appropriate, but it fits in with the discussion here...

[osankin](#) 2014-09-09 12:05

Electronic warfare complex K

PPP Wrote: Moreover - you can't explain why they are suppressing Aegis radars at such a low...

[Artist](#) 2014-09-09 00:12

Electronic warfare complex K

Max Wrote: Ok, thanks for the answer, frankly speaking, not a simple answer to those...

[Artist](#) 2014-09-08 23:43

Electronic warfare complex K

Max Wrote: data on the non-use of Khibiny ...There are general rules for counteracting the means...

[PPP](#) 2014-09-05 18:28



Il-38 and UMGT-1 torpedo. Elizovo airfield, Kamchatka, Air Fleet Day, August 15, 2010 (photo by A.A. Piragis, <http://www.fotopetropavlovsk.ru>)



UMGT-1 torpedo (<http://forums.airbase.ru>).



UMGT-1ME torpedo (Proshkin S., Marinin V. Russian torpedo weapons. // Military parade. No. 3 / 1997).

Author: [DIMMI](#)

Created: 18.01.2009 00:33:06

Comments: Z

[READ THE FULL ARTICLE →](#)

T-6

ADDITION REQUIRED (data for 1997)

T-6

An experimental frontline bomber with short takeoff and landing - the first prototype of the Su-24. The chief designer of the aircraft is E.S. Felsner. R & D of the T-6 began in 1964. The first flight was on July 2, 1967 (pilot - V.S. Ilyushin). Comprehensive tests of the aircraft were conducted in 1967-1968 (pilot - E.S. Solovyov). Tests were stopped in 1974. Now the last example of the T-6-3 stands on the site of the USSR Air Force Museum in Monino.



T-6-3, board No. 61, at the Air Force Museum in Monino, 18.08.2011 (photo - Taras Bazhansky, <http://russianplanes.net>).

Author: [DIMMI](#)

Created: 30.08.2009 16:04:49

Comments: [1](#)

[READ THE FULL ARTICLE →](#)

Su-39 - FROGFOOT-B

DATA FOR 2012 (standard update, under revision)

Su-25T / Su-25TM / Su-39 - FROGFOOT-B

★★★

Attack aircraft / anti-tank attack aircraft. By the decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated June 17, 1976, work began on the creation of a new surveillance and sighting system for the Su-25 attack aircraft, ensuring round-the-clock destruction of ground targets and the use of ATGMs to destroy armored vehicles. At the initial stage, the design of the system was supervised by V. I. Bogdanov. In 1976-1979, the Design Bureau simultaneously considered the possibility of creating two new modifications - the Su-25T anti-tank attack aircraft with the Shkval surveillance and sighting system and the Su-25V all-weather attack aircraft with the Bars sighting and navigation system (SNS). Later, both developments were combined into one. In 1979, the composition of the new aircraft's systems was determined and the main performance characteristics were agreed upon with the customer.

The decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated November 19, 1979 determined the construction timeframes for the experimental Su-25T / T-8M aircraft. The design of the aircraft began in 1980. In March 1981, V.P. Babak was appointed Chief Designer of the T-8M. By February 1981, the tactical and technical requirements for the T-8M aircraft were agreed upon with the Air Force. It was decided to use a modified propulsion system of the Su-25 aircraft with a decrease in the level of IR radiation and an increase in thrust in emergency mode. It was assumed that the airframe would be unified with the Su-25UB airframe. At the same time, due to the customer's requirement to ensure round-the-clock use of the aircraft, the modernization work was divided into two stages - the first - with the already agreed upon basic composition of the PrNK-56 avionics and the second - with a change in functionality due to the integration of new systems into the avionics complex. During the implementation of the second stage in August 1983 and August 1984, the Military-Industrial Commission made decisions on the development of new avionics components - the Kinzhal radar and the Khod thermal imaging system. As a result, in January 1986, the Military-Industrial Commission made a decision on the creation of an all-weather, round-the-clock modification of the Su-25T - the Su-25TM / T-8TM aircraft with new systems integrated into the avionics.

The draft design was completed by November 1981. By the decision of the Military-Industrial Commission of January 14, 1982, a work schedule for the modernization of the aircraft was approved and directive deadlines for the work were established. The preliminary design was presented and the Air Force mock-up commission met in April 1982. The working design was completed in 1982 and in early 1983 the design bureau's pilot plant began building the T-8M-1 prototype, the first example of the Su-25T modification, by converting the unfinished T-8UB, which was created on the basis of the Su-25 airframe manufactured by the Tbilisi Aircraft Plant. Due to the use of the Su-25UB backlog in the construction of the Su-25T, the construction of the latter was postponed. Assembly was completed in 1984 and in June 1984 the prototype was transported to Ramenskoye. The T-8M-1 made its maiden flight in Ramenskoye on August 17, 1984, piloted by A.N. Isakov.



Su-39, No. 83 red, at the airbase in Lipetsk, August 12, 2005 (photo - sss, <http://russianplanes.net/>).



Su-25TM / T-8M-10, No. 10 blue (drawing by Keith Fretwell, 1997, World Aviation. No. 104 / 2011)

Author: [DIMMI](#)

Created: 18.03.2009 23:50:16

Comments: [3](#)

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[Press tour to the 562nd Army Aviation Air Base \(Tolmachevo, Novosibirsk, part 2\)](#)

[Press tour to the 562nd Army Aviation Air Base \(Part 2\)](#)

On March 6, 2012, the first press tour in Siberia took place to the 562nd Army Aviation Air Base in Novosibirsk. In [the first part](#) of our report, we talked about what happened before the flights. And here they are - the flights!



562 авиационная база армейской авиации Толмачево, Новосибирск, 6 марта 2012 г.

562 авиабаза, Новосибирск (c) <http://militaryrussia.ru>, 2012 г.

Author: [DIMMI](#)

Created: 10.03.2012 02:40:56

Comments: [1](#)

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[Press tour to the 562nd Army Aviation Air Base \(Tolmachevo, Novosibirsk, prologue\)](#)

[Press tour to the 562nd Army Aviation Air Base \(Tolmachevo, Novosibirsk, prologue\)](#)

Today, March 6, 2012, probably the first press tour in Siberia of representatives of online media and bloggers to a facility of the Russian Ministry of Defense - the 562nd Army Aviation Air Base - took place. The base is equipped with Mi-8 and Mi-24 helicopters and is located near the Tolmachevo airport near Novosibirsk. During the press tour, we attended a pre-flight briefing, observed equipment being prepared for takeoff, and accompanied a pair of Mi-24P helicopters on a Mi-8 helicopter as they performed target practice at the Shilovsky firing range in the Novosibirsk region. Today, we are only announcing a series of photo reports and notes on the results of our first press tour. The photos are posted in a higher resolution than usual.

[Press tour to the 562nd Army Aviation Air Base \(Part 1 - Before the flights\)](#)

[Press tour to the 562nd Army Aviation Air Base \(Part 2 - Flights\)](#)



562 авиабаза, Новосибирск (с) <http://militaryrussia.ru>, 2012 г.

Huge thanks [to the press club](#) of the Russian Ministry of Defense, assistant to the airbase commander Major D.A. Kositsky and of course assistant to the commander of the 41st combined arms army for information support Lieutenant Colonel Yuri Mikhailovich Sivokhin for organizing and conducting the press tour.

Author: [DIMMI](#)

Created: 07.03.2012 00:04:17

Comments: [1](#)

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Press tour to the 562nd Army Aviation Air Base (Tolmachevo, Novosibirsk, part 1)

Press tour to the 562nd Army Aviation Air Base (Part 1)

So, on March 6, 2012, the first press tour of online media representatives and bloggers to a facility of the Russian Ministry of Defense, the 562nd Army Aviation Air Base, took place in Siberia. The base is equipped with Mi-8 and Mi-24 helicopters and is located near the Tolmachevo Airport near Novosibirsk. During the press tour, we attended the pre-flight briefing, observed the equipment being prepared for takeoff, and accompanied a pair of Mi-24P helicopters on a Mi-8 helicopter as they performed target practice at the Shilovsky firing range in the Novosibirsk Region.

The first part of the report covers everything that happened before the flights...

562 авиационная база армейской авиации Толмачево, Новосибирск, 6 марта 2012 г.



562 авиабаза, Новосибирск (с) <http://militaryrussia.ru>, 2012 г.

Special thanks [to the press club](#) of the Russian Ministry of Defense, assistant to the airbase commander Major D.A. Kositsky and, of

course, assistant to the commander of the 41st combined arms army for information support Lieutenant Colonel Yuri Mikhailovich Sivokhin for organizing and conducting the press tour.

Author: [DIMMI](#)

Created: 09.03.2012 16:47:15

Comments: [1](#)

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An-50 (project)

DATA FOR 2012 (needs updating)

An-50 (project)



Project of a passenger experimental aircraft. Developed by OKB Antonov on the basis of the turboprop An-24RV in 1972. Performance characteristics calculated.



Model of the An-50 aircraft, State Flight Academy of Ukraine, Aviator Culture Center, Kirovograd, 20.03.2009 (photo by Anatoly Uvarenko, <http://forum.spotters.net.ua>).

Author: [DIMMI](#)

Created: 10.01.2012 23:28:00

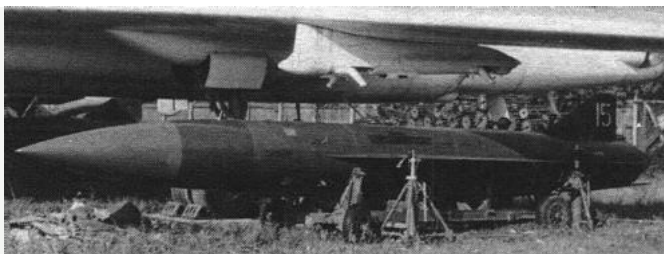
Comments: [1](#)

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K-26 (AS-6 KINGFISH)

K-26 complex, KSR-5 missile (KSR-5M, KSR-5P) - AS-6 KINGFISH

Cruise missile, Designed as a replacement for [the AS-4](#) . R&D - 1962. Adoption - 1967.



AS-6 missile (Lectvi + Kosmonautika. N 25/1989, Czechoslovakia)

Author: [DIMMI](#)

Created: 17.02.2009 01:14:12

Comments: 4

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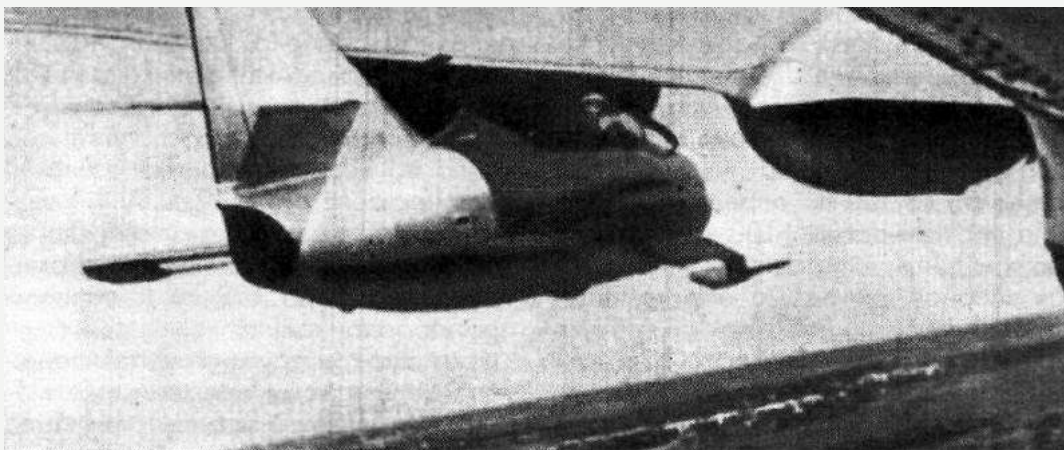
KS-1 Comet - AS-1 KENNEL

DATA AS OF 1997 (requires updating)

Missile K / KS / KS-1 "Kometa-Snaryad" / 4K87 - AS-1 KENNEL

★★★★

An anti-ship cruise missile, developed by the MiG Design Bureau (later OKB-155, now MKB Raduga) jointly with KB-1 (formerly SB-1, P.N. Kuksenko and S.L. Beria - R & D of the complex) under the supervision of A.Ya. Berezhnyak and M.I. Gurevich. R & D - since 1947 (according to Government Resolution No. 3140-1028 of September 8, 1947), government resolution on the start of work - March 25, 1949, the first flight of the manned prototype K ("Kometa", a total of four copies were built - K-1, K-2, K-3 and K-4) - January 4, 1951 (test pilot Amet-khan Sultan). The first flight of the K prototype from under the carrier aircraft (Tu-4K) was in May 1951, the first launch of the KS-1 from under the Tu-4K was in the spring of 1952, and state acceptance was on November 21, 1952 (launched at the Krasny Kavkaz cruiser). Adoption by the Navy aviation with the Tu-4K carrier (Tu-4KS) was in 1953. Testing of the complex with the Tu-16KS began in August 1954. Adoption into service was in 1955. In 1956-57, a number of measures were taken to improve the missile's performance characteristics.



Manned prototype of the KS-1-K rocket under the wing of the Tu-4K (Kazmin V. "The Comet" is almost invisible // Wings of the Motherland No. 6 / 1991)

Cruise missiles KS-1 under Tu-4K (<http://crimson.msk.ru>).Author: [DIMMI](#)

Created: 25.01.2009 14:52:24

Comments: 9

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An-32 - CLINE

DATA AS OF 2011 (standard replenishment)

An-32 - CLINE

★★★

Transport aircraft. Developed by the Antonov Design Bureau based on the An-26 transport aircraft. Made its maiden flight on July 9, 1976. Produced and is produced by the Kiev Aviation Plant (Ukraine), including as of 2010-2011. The main purpose of the aircraft is to transport cargo on short- and medium-haul routes, including in high-altitude and hot climate conditions.



An-32 of the Indian Air Force, flight number K2707, Zhulyany Airport, Kiev, Ukraine, 19.09.2011 (photo by Vasily Koba, <http://www.airliners.net>).

Author: [DIMMI](#)

Created: 19.09.2011 16:13:41

Comments: 4

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II-40 - BRAUNY

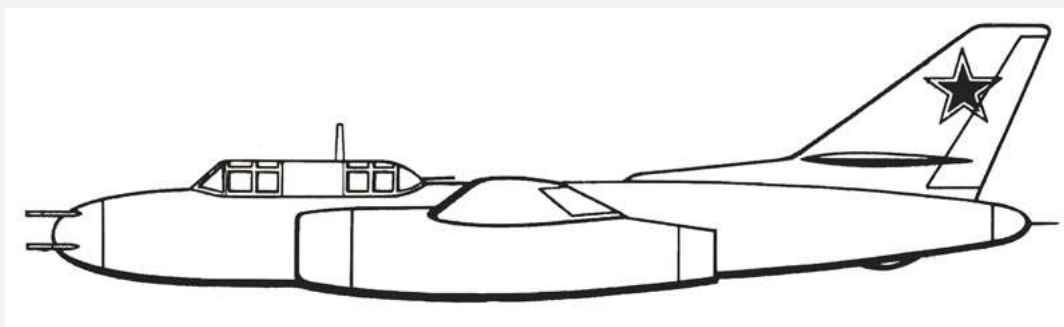
DATA FOR 2011 (in progress)

II-40 / II-40P - BRAUNY

★★★

Attack aircraft. The proposal to develop a new II-40 attack aircraft with a TV-2 (VK-2) turbojet engine was put forward by OKB-240 (S.V. Ilyushin Design Bureau) to the USSR Ministry of Aviation Industry in the summer of 1949, with the prototype entering testing in September 1950. The OKB-240 proposal was initially rejected. Later in 1950-1951, on the initiative and under the leadership of S.V. Ilyushin, the layout of the attack aircraft with two AM-5 turbojet engines was developed. At the end of 1951, a technical proposal for the creation of the attack aircraft was developed. In January 1951, the proposal was submitted to the USSR Ministry of Aviation Industry. The USSR Council of Ministers resolution on the creation of the aircraft was nevertheless adopted on February 1, 1952, and since work on the project had been underway before the resolution was adopted, the preliminary design was already defended on February 23, 1952. The aircraft model was presented to the Air Force commission in May 1952 and approved.

The first prototype was built in February 1953. Factory tests began on March 7, 1953, and the aircraft made its maiden flight on March 17, 1953 (pilot - V.K. Kokkinaki, engineer - A.P. Vinogradov). At the end of March 1953, during test firing at a ground target at the Faustovo proving ground, the phenomenon of engines stopping during salvo firing from the nose guns was discovered for the first time. A program was launched to modify the gun mount to reduce the effect of powder gases on engine operation. Tests under this program began on April 1, 1953. Based on the test results, a decision was made to replace the 6 NR-23 cannons with 4 AM-23 / TKB-495A cannons of the same caliber, but with a higher rate of fire, and to place a gas bleed chamber in the nose of the fuselage. The changes were implemented on the first flight prototype of the II-40. Later, the design of the gas bleed chamber was improved. The test document signed by V.K. Kokkinaki on 29.12.1953 states that there were no engine malfunctions with the continuous release of 320 shells from the nose mount.



Hypothetical drawing of the BRAUNY attack aircraft that appeared in the Western aviation press after the display of aviation equipment in Kubinka in 1956 (The Royal Air Force Flying Review. June 1958).



The first flying Il-40 after the modifications of April 1953. In the lower photo - with the drop tanks, (Yegorov Yu. The armored attack aircraft Il-40. // Aircraft of the world. No. 3 / 1998).

Author: [DIMMI](#)

Created: 20.08.2009 00:04:16

Comments: [2](#)

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TRS-190

DATA AS OF 1997 (requires updating)

TRS-190 / TARS-190 / S-19



Unguided missile / TRS - turbojet rocket projectile. Turbojet - rotating in flight around the longitudinal axis under the influence of deflected nozzles of the solid propellant rocket motor. Since 1955, the TRS-190 has been used on the MiG-15bis / bisSh, MiG-17F and on the MiG-19.





MiG-17/SI-19, aircraft no. 104, equipped with ORO-190 launchers with TRS-190 projectiles (<http://www.airwar.ru>).

Author: [DMMI](#)

Created: 18.01.2009 04:37:30

Comments: [1](#)

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C-5 (ARS-57)

DATA FOR 2001 (needs updating)

S-5 (ARS-57)	S-5KO	C-5O (C-5O1)	S-5PI
S-5M (ARS-57M, S-5M1)	S-5KP	C-5OI	S-5S
S-5K (KARS-57, S-5K1)	S-5KPB	C-5OM	S-5SB
S-5KI	S-5MO	C-5P (C-5P1)	

Unguided missile. Developed by OKB-16 under the direction of A. Nudelman. Adopted into service in 1951 (S-5). Missiles of the S-5 and S-5M types were used, among other things, in the air-to-air mode. First tested on the experimental MiG-15bis (D-57) fighter.



Block ORO-57K for suspension of MiG-15bis(ISH) (K.-H. Eyermann, MiG-flugzeuge. 1986, Berlin, GDR)

Author: [DMMI](#)

Created: 18.01.2009 04:31:59

Comments: [10](#)

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MiG-15 - FAGOT

DATA AS OF 1997 (requires updating, in progress)

MiG-15 / "S" - FAGOT-A (formerly FALCON)

MiG-15bis - FAGOT-B

MiG-15UTI - MIDGET

★★★

Frontline fighter. Developed by the Mikoyan and Gurevich Design Bureau. Development of the aircraft began in 1946. The first flight of the I-310 prototype (aircraft S-01) took place on December 30, 1947 (pilot - V.N. Yuganov). Serial production of the I-310 under the name MiG-15 began in March 1948. In 1949, the fighters began to arrive at the Air Force units. The MiG-15 and MiG-15bis took part in the Korean War in 1950-1953. One of the most mass-produced aircraft, it was produced at eight factories in the USSR. Work was also underway on a duplicate version of the project with a straight wing - I-320 (FN), but it was discontinued.

MiG-15 (<http://kvaksiuk.com>).Author: [DIMMI](#)

Created: 17.03.2009 00:11:11

Comments: [47](#)[READ THE FULL ARTICLE](#) »

MTT

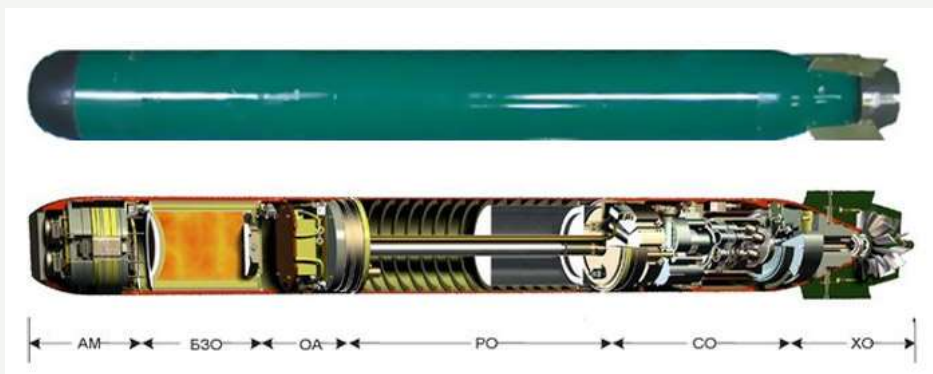
DATA AS OF 2011 (standard replenishment)

"Malyshka" / MTT

Complex "Paket" / "Paket-NK"



Small-sized thermal anti-submarine torpedo / torpedo-component of the "Paket" complex. Development of the torpedo was started in 2001 jointly by the Research Institute "Morteploekhnika", GNPP "Region" and the plant "Dagdizel" (Kaspiysk). The lead developer is GNPP "Region", the Research Institute "Morteploekhnika" ensured the creation of the energy-propulsion module of the torpedo. The name of the research work on the development of the torpedo is "Malyshka". According to official descriptions, the torpedo can be used not only against submarines, but also against surface ships. The torpedo is used by surface ships, submarines, as part of anti-submarine missile systems, and from aircraft carriers. As of 2010, the torpedo is offered for export.

MTT torpedo (<http://www.oborona.ru>).

MTT torpedo and its layout: AM - hardware model, BZO - combat charging compartment, OA - adaptation compartment, RO - tank compartment, SO - power compartment, HO - tail compartment (<http://www.gidropribor.ru>).

Author: [DIMMI](#)

Created: 20.02.2011 13:06:35

Comments: [1](#)[READ THE FULL ARTICLE](#) »

APR-1 Condor

DATA AS OF 2011 (standard replenishment)**APR-1 "Condor"**

Aircraft anti-submarine missile / rocket torpedo. Developed by GSKB-47. In order to study the features of the jet engine operation under water, NII-1 of the USSR Ministry of Defense conducted a series of experiments in August 1958 near Feodosia using a special vessel GSK-17. Resolution of the USSR Council of Ministers No. 1111-463 issued in 1960 "On anti-submarine defense means" provided for the creation of an anti-submarine missile. Lead developer - GSKB-47, control system developer - TsNII-173 (TsNIIAG). Chief Designer - S.S. Berezhkov (since 1964 - A.I. Zarubin), deputies - A.V. Minaev and A.A. Otmakhov. Development began in 1960 with the transfer of some specialists from NII-1 to GSKB-47. At the same time, the GSKB-47 was developing the Purga anti-submarine missile, which used similar technical solutions. In 1964, work on both projects was suspended and resumed in 1965 only on the Kondor air-launched missile.

Tests of the Kondor missile were conducted at a test site near Feodosia on the Black Sea. In order to complete the development of the missile, the USSR Council of Ministers issued a Decree on May 14, 1969, establishing the Research Institute of Applied Hydrodynamics (NIIPGM - later renamed GNPP Region) on the basis of GSKB-47 and NII-24 (the developer of the high-speed anti-submarine rocket torpedo for submarines). State tests of the Kondor missile were completed in 1970 and the missile was accepted into service on June 29, 1971 under the name APR-1. Production of prototypes until 1965 was carried out at the Dagdizel plant (Kaspiysk, Dagestan), after 1965, including serial production for the Navy from 1969 to 1977, was carried out at the Sibselmash plant (Novosibirsk) NPO Region.



Rocket torpedo APR-1 "Condor" (<http://my-weapon.ru>).

Author: [DIMMI](#)

Created: 18.01.2009 00:23:56

Comments: 4

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AT-1 / PLAT-1**DATA FOR 2011 (standard update)****AT-1 / PLAT-1 / product 242****AT-1M / AT-1MV (helicopter version)****AT-1E / product 242E (export mod.)**

Aircraft anti-submarine torpedo. The PLAT-1 torpedo was developed at NII-400 (TsNII Hidroprigor) in accordance with the Resolution of the USSR Council of Ministers N 111-463 "On the creation of new models of anti-submarine weapons" dated October 13, 1960. Chief Designer - P.V. Matveyev (*source - Gusev.R.*), according to other sources - A.G. Belyakov. The preliminary design of individual units of the motion control system began in 1959. Two torpedo variants were developed on the basis of [SET-40](#) - aircraft and helicopter - differences in the parachute braking system - helicopter variant - 2 x 2.5 sq.m parachute, aircraft - stabilizing parachute 0.6 sq.m and braking parachute 5.4 sq.m. Testing of the torpedo began on Lake Ladoga in 1961 and continued in the Black Sea. During testing in the Black Sea, a specially converted submarine target project [613](#) was used - the submarine propellers were covered with a casing, and the hull was covered with a protective wooden covering.

It was accepted into service in 1962 (in 1963 according to other sources) under the name AT-1. Production of torpedoes was carried out by the Dagdizel plant (Kaspiysk). In 1969, near Cape Chauda on the Black Sea, research tests were conducted on the paired use of AT-1 torpedoes from Be-12 aircraft. Serial production of the torpedoes ceased in 1970, with a total of 925 torpedoes produced. Based on the AT-1M torpedo, the [VTI-1](#) helicopter torpedo with remote control from hover mode was developed .



AT-1 torpedo in the Vladivostok Fortress Museum, Vladivostok (<http://www.vlad-fort.ru/>).

Author: [DIMMI](#)

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AT-2 / PLAT-2

DATA AS OF 2011 (standard replenishment)

AT-2 / PLAT-2 / product 255**AT-2M****AT-2U / AT-2UM "Metel" / product 280**

Self-guided anti-submarine torpedo. Developed by the Central Research Institute Gidropribor (former Research Institute-400 KGS) under the supervision of V.S. Osipov. The PLAT-2 torpedo was developed in accordance with the Resolution of the USSR Council of Ministers No. 111-463 "On the creation of new models of anti-submarine weapons" dated October 13, 1960. The torpedo was created primarily to arm the new [Il-38](#) anti-submarine aircraft. The torpedo was accepted into service in 1965 and was mass-produced by the Dagdizel plant (Kaspiysk, Dagestan). The modification for aircraft - AT2U - was accepted into service in 1973 and for the AT-2UM "Metel" anti-submarine missile systems was accepted into service in 1977. According to Artemyev, the torpedo was created using technologies and based on the Mk-46 torpedo (USA). Production of AT-2 torpedoes ceased in 1978, with a total of 975 torpedoes produced.

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Created: 18.01.2009 00:28:41

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TAN-53

DATA AS OF 2011 (standard replenishment)

TAN-53

Experimental low-range aircraft torpedo launching torpedo. The torpedo was developed by NII-400 (later renamed to TsNII Gidropribor) since 1950. Chief Designer - V.A. Kalitayev (since 1954 - V.A. Polikarpov). Experimental torpedo models were produced by the S.M. Kirov Machine-Building Plant in Alma-Ata. The torpedo was created and tested in the summer of 1953 in Crimea. Improvements to the torpedo and testing were continued in 1954-1955. Development of the torpedo was stopped in May-June 1955, the technical documentation was transferred to the Lomonosov branch of NII-400 and used in the development of the [DBST](#) torpedo.

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